find that, in spite of the classical importance of the Danube valley as the link between the Orient and the west of Europe, the Black Sea ports drew the trade of the Lower Danube and Siret basins and established a traffic with the Mediterranean and north-western lands which increased in importance until the Great War. A two-way traffic in Danube grain and British coal gave a great advantage to British merchants and British shipping, the only other shipping engaged in the lower Danube traffic, that under the Greek flag, coming a long way behind. Partly as a result of the cessation of her Mediterranean coal trade, and partly as a result of energetic development of Greek, Italian (carrying mail) and Roumanian shipping lines (the last two subsidised), Great Britain in 1933 stood fourth on the list, being outstripped by Roumania itself, which has recently purchased a couple of 8,000 ton Hamburg-America liners. Braila and Galaţi, the two grain ports of Wallachia and Moldavia (which, with a depth of 20 to 24 feet, can accommodate 6,000 ton ocean-going steamers) have up-to-date equipment, the former catering mainly for the Prut river traffic of Bessarabia and the latter for the larger Wallachian hinterland. A large number of small grain ports on the Danube remain so far with but primitive equipment. Constanţa, on the Black Sea, has received most of the attention of the Government, in the form of petrol basins, pipe-lines, dredging, etc. It is, of course, a rail port and has thus the advantage over the ports of Braila and Galaţi when the Danube and Prut are frozen, as they usually are fro[m] December or January till March, or in summer when [the] water is low. Over a period of forty-seven years there were only eleven years when the rivers remained open.

THE SIRET, which debouches at Braila, is unfortunately unnavigable, and can only be used for floating timber, which is shipped in ocean-going vessels at Galaţi. The port of Sulina and the channel between that port and Braila, entirely under the administration of the European Commission of the Danube, has recently been much improved, and traffic on the Sulina arm has accordingly improved too. It is, however, feared that, in spite of the extension of the moles, the persistent silting at the Sulina outlet will render necessary the diversion of the Sulina cut to an outlet five miles to the south.

the loss of confidence which this stupid policy of disregarding legal engagements entails for the State and its administrations."

The *Dreptatea* of May 19th, 1932, gives an example of the prevailing favouritism in the granting of contracts by the railway administration. Thus tenders were invited for the renovation of the signalling apparatus on the line Feteşti–Cernavoda in August, 1931, but as the administration desired to favour a certain firm no contract was passed, but finally the order was placed with this particular firm at a price of eleven million lei when other firms had undertaken to do the work for only six and a half millions. Naturally the *Dreptatea* takes the Director-General, M. Ionescu, to task for his attitude, and declares that no one should wonder if the railway administration runs into deficits every year. An additional cause for the losses incurred is the overstaffing of the administration, and especially the numerous sinecures that have been created for the benefit of persons enjoying official protection. A few years ago it was impossible to find out how the administration was being run, for no proper balance sheets had been drawn up for years. Fortunately, a British expert has been invited to supervise the accounts, so that data are now available up to date. But this is obviously an inadequate measure, and the railways will become a paying concern capable of responding to the necessities of the country only when and if they are placed under foreign control, or under the management of some capable and honest Rumanian effectively shielded by foreign influence from all interference by political circles. . . . The slovenly methods so far employed in the railway administration have hampered not only the internal development of the country but have also prevented it from increasing its revenues from traffic transit across Rumania; for the country controls two big trade routes, namely that from Poland and the Baltic States towards the Black Sea and the Near East, which used to be one of the great trade routes of old, and that from Central Europe through Transylvania to Constantsa.

There are two alternatives to the latter, namely the Danube and that through Yugoslavia, so that if the Rumanian railways were properly managed they could easily

secure a decent share of the traffic, but apparently this is being diverted to the Danube route. In fact the "Commission Internationale du Danube" reported that the river-borne traffic in 1931 had reached the highest figure since the end of the war. This was due not only to the abundant harvests of 1931, but also to increased petroleum transport from both Rumania and Russia to Central Europe. Certain singular anomalies were recorded in this river-borne traffic, namely, that while grain was conveyed from Russia up to Vienna and Ratisbonne, Hungarian grain was being carried downstream for shipment via Sulina to Antwerp and Hamburg.

In order to attract Polish traffic, the Rumanian Government some years ago proposed to create free zones at Galatz, Braila, and Constantsa. A bridge, also, was to be constructed across the Danube between Giurgiu and Rustchuk, the Polish Government even offering to defray half the expenses, but for the present all these schemes seem to have been shelved.

COMMUNICATIONS

In a report made by the Minister of Public Works and published by the *Adeverul* in its issue of January 14th, 1932, the following details were given respecting the length and state of the roads.

The state of the roads is lamentable; most of these arteries are impassable, and a superficial reparation would prove useless. The following table will give an approximate idea of their condition:

	Length in Kilometers
Roads paved in stone	
Good condition	16,118
Medium condition	27,961
Bad condition	14,949
Roads laid in gravel	9,318
Natural unlaid roads...	33,636
Total	101,982

12: Kormos S-4, 5 (no date) 1944
ED1 Rumania ED1
[Bucarest]
[The Dobrudja]

Bucarest is also the chief railway centre of Rumania.

Giurgiu on the Danube, south of Bucarest and the terminus of one of the oil pipe-lines from Ploesti, is one of the main Rumanian wheat and oil ports. Another Danubian port, where great quantities of wheat are handled, is Braila with a population of about 70,000.

There are no natural barriers to communications in Muntenia. In the south the chief flow of traffic is carried by the Danube. Rail and road communications from Transylvania pass through the Predeal and a railway line leads over the Danube to the Dobrudja.

THE DOBRUDJA (Dobrogea[R]).[1] Up till 1878 the whole of the Dobrudja belonged to Bulgaria. Ever since, this province has been a bone of contention between Rumania and Bulgaria. The northern part of the Dobrudja was awarded to Rumania in 1878 to compensate her for the loss of Southern Bessarabia to Russia. The southern part of the province was ceded by Bulgaria after her defeat at the hands of her neighbours in the Second Balkan War in 1913. This region was returned to Bulgaria in 1940.

Geographically the Dobrudja is the north-eastern corner of the Balkan Peninsula. Its boundaries are in the north and west the Danube and in the east the Black Sea. There are three distinct regions: the delta of the Danube, the forests of Babadag, and farther south the steppe, which is the most fertile

[1] The letter R, H or G following a geographical term denotes a Rumanian, Hungarian or German name, respectively.

313 cooperage and boxmaking plants. The distribution of these is shown in Table II, although separation of the sawmills from the other industries is not possible. There were also three match factories, which covered internal requirements, and four wood-distillation plants, two of which, situated at Margina and Resita, appeared to be relatively large concerns.

5. Exports

313 439 Rumania's timber exports between 1935 and 1938 averaged 1.8 million cubic metres per annum, which was 5 per cent. of total European exports, and gave her the leading place among south-east European countries. Almost 90 per cent. of total exports were conifers, whilst, as the following table shows, sawn goods made up by far the greater part:—

Categories	*Average annual exports 1935-38 (in '000 cubic metres)*	
Sawn goods	1,280	71
Firewood	222	12
Hewn goods	113	6
Sawlogs	74	4
Boxboard, etc	37	2
Pitwood	31	2
Pulpwood	26	1½
Sleepers	21	1½
Total	1,801	100

Exports were made to many countries, including South America, but the most important customers were Hungary, Germany, U.K., Syria, Palestine, Egypt and Greece. Trade with Germany in the immediate years prior to the war was tending to increase.

6. Employment

313 [44] It was estimated by a qualified expert that the forests gave direct or indirect employment to 750,000 people (about 10 per cent. of the total labour force) in forest work, transport of forest produce and in the timber industry and trade. At least 250,000 were engaged in actual forestry work, but this number probably included part-time and seasonal workers.

7. Transport

● [505] [497] Water transport played but a small part in the carriage of timber, carrying only about 700,000 cubic metres per annum. By far the greater reliance was placed on transport by railways, and some 10 million cubic metres were carried by this service each year.

II. PRESENT SITUATION

Under war conditions Rumania has been faced with increasing difficulties for her supply of timber, and as most of the quantities now made available are required for home consumption, she has very little significance as an exporter.

The forest area lost by the cession of part of Transylvania is estimated to be about 1.4 million ha., and as this area accounted for 25 per cent. of pre-war production its loss is of serious consequence. It is estimated that under existing circumstances the maximum annual cut that is possible, if the present forest area is to be maintained, is 12 million cubic metres.

About 220 timber-processing concerns, of which 176 were sawmills, were also lost with Northern Transylvania, but in view of the over-expansion of the timber industry these losses are probably of less serious consequence.

CHAPTER VIII

497 722 and for passenger travel are severely limited. However, unless there is severe destruction in the later stages of the war, in the long run the Rumanians are bound to benefit from the capital investment in railways, and from the new construction and improvements which have been carried out to meet Axis needs. These improvements though planned long ago, could never have been carried out with the limited financial and technical resources previously available, and could not have been executed so quickly but for German assistance.

B. ROADS

491 Rumania's road system was, by Western European standards, very poorly developed before the war, there being only one International motor road which formed the continuation of the route from Hungary via Oradea Mare—Cluj—Sibiu—Braşov—Bucarest—Giurgiu and a branch line Bucarest—Olenița. Apart from this one major road, the system consists of untarred roads, many of which are in a poor state of repair.

The total length of the road system was reported early in 1943 to be 82,098 km. (51,070 miles), with only 12 per cent. in good state of repair, 23 per cent. being mediocre and the remainder in bad condition. Ownership of the total network is divided as follows :—

State roads	..	11,465 km. (7,118 miles)
Provincial roads	..	26,181 km. (16,272 miles)
Communal roads	..	44,452 km. (27,620 miles)

In 1936 there were some 34,000 cars registered.

The development of the road system has long been the dream of Rumanian propagandists, particularly as a stimulus to tourist traffic, but before the war no large-scale development could be embarked upon because of the lack of available capital.

499 Since the war, work has been started on an ambitious programme of road development, the objects of which are to improve communications between urban systems and to link the system with the International road network.

An Italo-Rumanian road company has started work on the Rumanian sector of one of the future trans-European roads, Trieste—Beograd—Turnu Severin—Bucarest—Constanța, while under a five-year plan, with an expenditure of 75 md. lei, some 3,000 km. (3,100 miles) of road are to be modernised with the help of German and Italian contractors.

C. SHIPPING

1. Introduction

505 439 A high percentage of Rumania's foreign trade is water-borne (55 per cent. in 1937), as not only is she situated on the Black Sea, but the Danube traverses the full west to east length of the country forming an important traffic route and link with Central Europe.

The following table shows comparative tonnages for sea and river traffic in 1937 and 1938 :—

	1937	1938
	'000 *metric tons*	
Sea		
Imports	622	540
Exports	6,918	5,222
River		
Imports	1,890	1,568
Exports	3,161	2,688

As a result of the cutting-off of overseas markets since 1940 an increasing share of the country's

[42a]

505 439 trade is carried on the Danube to European markets, Germany in particular, and, with the exception of an exceedingly limited traffic with Turkey, and a few intermittent shipments of oil to enemy ports in the Aegean Sea, Rumania's foreign sea-borne trade has been brought virtually to a standstill.

In addition to traffic in the Black Sea with U.S.S.R., Bulgarian and Turkish ports, Rumania in pre-war days had important commercial relations with most European and other countries overseas, the trade routes being via the Dardanelles, Mediterranean, Suez Canal and the Straits of Gibraltar.

2. Mercantile Marine

505 [652] All merchant-shipping activities are controlled by the Ministry of Air and Marine. Rumania's ocean-going mercantile marine in 1939 was constituted as follows :—

		G.R.T.
6	cargo and passenger motor vessels	27,061
16	cargo steamers	67,193
3	steam tankers	14,737
25	Total	108,991

[655] Of the 19 cargo steamers and tankers, 11 were oil-fired and 8 coal burners. Fourteen of these vessels were owned by the Rumanian State Maritime Service (*Serviciul Maritim Român*), the principal shipping company in Rumania, whilst the three tankers belonged to the Steaua Romana Petroleum Company of Bucarest. The remainder were privately owned.

[648] Consequent upon her entry into the war Rumania's mercantile marine came under Axis control and most of her vessels are trading for German and Italian account, partly in the Adriatic and Aegean, and partly in the Black Sea.

A statement of Rumania's estimated non-tanker merchant-shipping resources on the 30th April, 1943, follows :—

ESTIMATED RUMANIAN MERCANTILE MARINE RESOURCES (NON-TANKER) UNDER AXIS CONTROL IN THE MEDITERRANEAN AND BLACK SEA AT 30TH APRIL, 1943.

Tonnage Category	*No. of Vessels*	*Total G.R.T.*
100/499	3	578
500/999	—	—
1,000	2	2,798
2,000	2	4,986
3,000	3	10,170
4,000	—	—
5,000	2	11,305
6,000	3	20,220
Aggregate ..	15	50,147

[723] As to her tanker tonnage, two vessels aggregating 11,505 G.R.T. were seized and are now in Allied service, whilst the third, of 3,032 G.R.T., was sunk in December, 1941, in the Aegean Sea.

3. Ports

504 The chief ports for sea-going vessels are Constanța on the Black Sea and Brăila and Galați on the Danube, which both handle river shipping as well.

[42b]

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505 The following table shows the quantities of goods discharged and loaded at these ports in 1938 and 1939. Sea and river traffic at the ports of Braila and Galați are shown separately :—

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Ports		1937		1939	
		'000 metric tons		'000 metric tons	
		Discharged	Loaded	Discharged	Loaded
Egypt [illegible]		142	1346	137	3456
Brazil	Nat.	93	[illegible]	50	720
	Steam	734	[illegible]	—	—
Gulf	Nat.	73	[illegible]	46	421
	Steam	150	54	—	—

[436]

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(a) *Constanța*

Constanța, which is situated on the Black Sea and is Rumania's most modern port, is, in fact, her only port actually on the coast, and before the war was, therefore, of some considerable importance. Since the Russian campaign, however, its significance has dwindled enormously, due to the presence of Russian submarines in the Black Sea and to the curtailment of Rumania's overseas markets, which means that trade is mainly carried on the Danube and by rail.

Exports from Constanța consisted mainly of petroleum products which came by pipe-line from the Ploești district. A considerable portion of the country's general trade, including some cereal export, was also handled here.

[503] Heavy draught ships can anchor in Constanța harbour, but continued dredging is necessary inside the harbour to maintain the various depths. The estimated daily general-cargo discharging capacity of the port is about 7,200 tons. Total capacity for oil storage is about 660,000 tons at and in the vicinity of Constanța.

(b) *Brăila*

Brăila, which is situated on the left bank of the Danube, is the normal limit of navigation on the Danube for ocean-going vessels. It is the principal port for grain export and is well equipped with grain-handling facilities, such as silos, elevators, etc. Small quantities of timber are also handled.

The width of the river channel at Brăila is normally 330 yards, though greater during the spring floods.

The estimated daily general-cargo discharging capacity is about 3,000 tons.

Grain is usually loaded into ocean-going vessels by floating elevators, the working capacity of which is estimated to be about 150 tons per hour under normal working conditions.

Total warehouse capacity of all the warehouses in the dock basin section for storing goods is 6,400 tons.

(c) *Galați*

[712] This port is also situated on the left bank of the river Danube and is the chief inland port of entry into Rumania, as well as being the headquarters of the Rumanian navy. It is the centre of the timber export trade, being situated just below the junction of the Siret River down which most of the wood from the Carpathians is floated. It is also well situated for the receipt of timber by rail from the Bucovina and from North Moldavia.

[43c]

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505 The estimated daily discharging capacity for general cargo is 7,000 tons, but it is, however, unlikely that this quantity (which is much greater than the normal traffic of the port) could be

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cleared without very considerable development. It is probable that not more than about 50 per cent. of the above capacity could be worked. Grain is loaded by land and floating elevators.

[502]

The ports of Brăila and Galați are ice-bound during some winters, ice occurring to a sufficient extent to prevent navigation from the Black Sea between January and mid-March in about 3 years in 10.

D. INLAND WATERWAYS

I. General

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In 1935 navigable waterways totalled 2,840 km (1,766 miles) and were divided as follows:—

	Km.	*Miles*
Danube	1,075	668
Danube tributaries	395	246
Dniester	740	460
Prut	410	255
Mureș	185	115
Bega Canal	35	22

The rivers Dniester, Prut and Mureș have not been adequately regulated for regular traffic, but are used for local traffic and for timber floating.

II. The Danube

1. Traffic

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The Danube, Rumania's main traffic artery, carried about 60 per cent. of all import tonnage and some 15 per cent. of all exports in the years immediately before the war. Traffic is of two distinct types; first, the traffic in sea-going vessels with an average size of 2,000–2,500 tons proceeding as far as Galați and Brăila via the Sulina mouth, and second, on the river proper, i.e. the Danube above Galați.

The sea-going traffic passing through the Sulina mouth in the years just before the war consisted of about 1·2—1·4 million tons a year of exports from Rumania or other riparian states (oil far the most important items) were grain and timber. About half the vessels entering the Danube from the sea appear to have been in ballast, the remainder bringing in some [illegible] tons of imports mainly for Rumania.

Inland-water traffic on the Rumanian sector of the Danube in 1936 (the latest year for which information for all kinds of traffic is available) amounted to 3 million tons. 1·6 million tons consisted of upstream traffic from Rumania to other riparian states, 0·24 million tons of downstream traffic to Rumania, about 1 million tons of Rumanian internal traffic, and about 0·2 million

[422]

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of transit traffic (mainly downstream). Traffic with other riparian states was apportioned as follows —

	From Rumania	*To Rumania*
	'000 tons	
Germany	220	40
Austria	390	20
Czechoslovakia	440	30
Hungary	300	150
Yugoslavia	200	—
Bulgaria	80	3
	1,630	243

The composition of inland-water traffic has been fully analysed only at the Iron Gates, at the western end of the Danube's Rumanian course. In the traffic shown below, the upstream traffic consisted mainly of Rumanian exports, while the downstream traffic was made up of imports and transit traffic in approximately equal proportions.

Traffic in '000 metric tons at the Iron Gates —

	1938	193
	Upstream	
Total	1,362·5	1,864·0
of which (main items only):		
Timber	20·1	11·0
Iron	21·1	13·4
Wheat	30·3	300·6
Barley	49·8	68·0
Maize	25·1	125·5
Petroleum and its products	787·7	1 046·1
Salt	30·8	31·7
	Downstream	
Total	489·3	771·2
of which (main items only):		
Iron	77·2	22·2
Timber	67·6	86·5
Wheat	74·4	363·0
Maize and oats	79·6	28·2

Little is known about traffic since Rumania finally joined the Axis in 1941. As a whole, it is below pre-war level as a result of a great decrease in the amount of grain coming forward. This has been partly, but certainly not entirely, counterbalanced by a slight increase in oil traffic, by the probable diversion of rail traffic to the Danube and by military traffic. The most important individual traffics at the present time are as follows :—

(*a*) Oil shipments from Giurgiu (i) upstream to Italy (50-70,000 tons a month), to Germany (possibly 30-50,000 tons a month), and (ii) downstream to German forces in South Russia (quantity unknown, but may be substantial).

(*b*) Downstream supplies of (i) coal to Rumanian railways (part only of total supply), and of (ii) military equipment, stores, etc., to South Russia (quantities unknown).

(*c*) Upstream supplies of (i) some S. Russian products, including grain (perhaps 20,000 tons a month) and possibly iron and manganese ore (quantities unknown), as well as of (ii) some small quantities of Rumanian exports of agricultural products.

2. Navigation

The Iron Gate Sector of the Danube between Orşova and Turnu Severin, with its rapids and reefs causing violent currents, is particularly difficult for navigation, and the use of specially

133 502 trained pilots is compulsory, while the barge tows have to be broken up into smaller units. This sector of the Danube cannot be negotiated at night, which constitutes an enormous hindrance for large-scale traffic. In order to speed up the traffic, the use of suspension railways and locomotives on rails laid along the river bank was introduced before the war, but the system has met with only moderate success.

[503] Navigation in the Maritime sector of the Danube is affected by silting up—particularly in the autumn—and constant dredging has to be carried out in the Sulina branch to maintain sufficient depth for passage of vessels up to Galaţi. The depth of this sector was 24 ft. in 1939, permitting the entry of vessels of medium draught only. Danube navigation is held up for varying periods between November and March by ice, averaging 30-50 days, and occasionally even for 90 days.

499 There are no permanent bridges on the Danube to connect Rumania with Bulgaria. However, a Rumanian-Bulgarian Commission was established in 1942 to remedy this deficiency by arranging for the construction of a bridge, which will take five years to complete, between Giurgiu and Ruse. In the meantime a ferry system is in use between Giurgiu and Ruse carrying important supplies of oil for the German forces in Greece.

3. River Ports

503 504 There are in all some 38 river ports, of which the most important, all on the Danube (from west to east) are as follows :—

Moldova	Oltenița
Orşova	Brăila
Turnu Severin	Galaţi
Giurgiu	Sulina

Since the war started considerable improvements have already been made on the Danube. This is of special significance for, though this waterway is of little use for Rumanian internal traffic, since the closing of the sea route between Rumania and North Germany, it has become vitally important for the carrying of bulky transport. As early as 1940 a scheme for the rationisation of Danube traffic was put into operation, and the installations of Giurgiu, the main Danube port for oil transport, were improved.

To avoid congestion at Giurgiu, the Danube ports of New Moldova and Orşova have been enlarged. Internal traffic has been diverted to Oltenița, which is also used for the unloading of incoming traffic. The construction of new harbour installations is being carried out by a German-Rumania company.

4. Organisation of Inland Water Shipping

505 656 [655] Rumanian Danube shipping is under State control, and organisation is carried out by firms which are partly State-owned and partly owned by "private" individuals. The most important company is the State-owned "N.F.R." (*Navigaţiunea Fluvială Română*), and of lesser importance are the privately owned companies "S.R.D." (*S.A.R. de Navigaţie pe Dunăre*) and "Sind" (*Società Italiana di Navigazione Danubiana*).

505 648 All Rumanian shipping companies are members of the Danube Shipping Pool, which is under German supervision, headed by the *Deutsche Donauschiffahrtsgruppe*, which is closely connected with the Hermann Goering-Wérke für Binnenschiffahrt. The importance of the Danube Pool (exclusive of the Tanker Pool) will be realised when it is borne in mind that between 1932-1937 the freight carried annually by its vessels on the

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Danube nearly doubled. The Rumanian river traffic is now in fact under German control, which is enforced through a number of official and semi-official bodies. German transport officers operating in the main river ports are regulating all river shipping.

Working in close collaboration with the German railways and the *Frachleitstelle Südost*, Berlin (the office which controls river and sea navigation) the Rumanian authorities are bound to the orders given by this office, which must immediately receive reports of any transport exceeding 1,000 tons between Rumania and other countries. Oil transports are excepted as these are handled centrally by a special body which collaborates with the Rumanian Railway Administration and with the Danube Shipping Agencies

5. The Inland Fleet

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At the beginning of 1940, the Rumanian inland fleet consisted of the following craft :—

Passenger boats ..	25	
Tug boats ..	127	
Cargo barges ..	353	with a capacity of 469,546 tons
Tankers ..	66	with a capacity of 41,603 tons

Accurate figures of the Rumanian tonnage park have not been published recently, but press reports at the end of 1942 stated that shipping under the Rumanian flag on the Danube carried only 28 per cent. of Rumania's Danube traffic.

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III. Administration of the Danube

Before the war the administration of the Danube was in the hands of two Commissions, the C.I.D. (International Danube Commission) in charge of the Danube from Brăila to Ulm, a distance of 2,417 km. (1,500 miles), and the C.E.D. (European Danube Commission) in charge of the Danube delta—i.e. from Brăila to the Black Sea—a distance of 171 km. (106 miles). Both these Commissions were established by the Treaty of Paris as long ago as 1856.

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After the 1914-18 war, the two Commissions were reconstituted under the Treaty of Versailles, and the constitution, powers and functions of each laid down in Articles 331-339 and 346-353 of that Treaty.

C.I.D. (International Danube Commission)

Under the Treaty of Versailles this Commission was composed of the following riparian States :—

2 members from Bavaria and Württemburg.

1 each from Austria, Czechoslovakia, Hungary, Yugoslavia, Rumania and Bulgaria.

In addition, the three non-riparian members of the C.E.D., viz., Great Britain, France and Italy, were each allocated one representative.

This Commission was only a provisional one, intended to function pending the creation of a permanent régime. This was accomplished in July, 1921, and under the Statute of the 23rd July of that year, the Powers having representation were identical with those prescribed by the Versailles Treaty.

Article 1 of the Statute provides that the Danube from Ulm to the Black Sea must be free and open to all flags without any discrimination whatsoever. The functions and powers of the C.I.D. are laid down in Articles 9-42, and are concerned with the drawing up of programmes of improved works, the levying of customs dues, police regulations and the control of revenues resulting from customs and navigation dues.

[45a]

505 648 [651] It is a cardinal principle of the Statute that the customs dues levied on goods must not be higher than the duties levied at frontier stations of the country concerned. The cost of improvements was to be met by navigation dues, these being assessed on the tonnage of ships, and not based on the goods transported.

Bratislava was fixed as the Headquarters for the Commission for the first five years, and it was laid down that thereafter, for five-year periods, other Danube towns were to be selected in rotation.

Since the outbreak of this war, Germany has virtually controlled the Danube, has abolished the C.I.D., and set up the "Consulting Committee for Danube Affairs above Brăila."

C.E.D. (European Danube Commission)

[503] This Commission was constituted under the Treaty of Paris in 1856 with Austria, France, Great Britain, Prussia, Russia, Sardinia and Turkey as members, for the express purpose of dredging the mouths of the Danube below Isaccea, and leaving the various channels free from all obstructions to navigation. It was apparently expected that this preliminary task would take two years, and the life of the Commission was originally fixed for that period; but, by a series of later treaties, it was kept in being up to the outbreak of the Great War.

In 1918 the Central Powers set up their own Danube Commission, membership naturally being restricted to those Powers and their allies.

By the Treaty of Versailles the European Commission was reconstituted with Great Britain, France, Italy and Rumania as provisional members; and by the Convention of July 21st, 1921, was placed on a more permanent basis. The provisional membership of the four countries was confirmed and all the powers of the original Commission restored. A proviso added that any nation whose commercial interests in that part of the river warranted their being represented on the Commission could be admitted. In fact, no country was admitted under this proviso until the inclusion of Germany in August, 1938.

In August, 1938, an arrangement was signed at Sinaia relative to the exercise of the Powers of the C.E.D. In effect the Powers of the Commission were transferred to the Rumanian Government who were to set up a "Maritime Danube Board." This board, under Article 5, was "to be responsible for the preparation and execution of plans for works on the maritime Danube and at the mouths for levying dues and dispensing of the yield thereof."

In September, 1940, Germany summoned a conference at Vienna for the purpose of regulating Danube shipping anew, and eliminating Great Britain and France from membership of the Commission.

[113] [For further information see *La Commission Européenne du Danube et son Œuvre de 1856 à 1931* (Paris, 1931); Treaty of Versailles, Articles 331-339, 346-353; Treaty Series No. 38 (1939) Cmd. 6068, and Treaty Series 38 (1939), Cmd. 6069.]

E. TELECOMMUNICATIONS

I. Pre-War Situation

1. Telegraph and Telephones

206 The telegraph system of Rumania was controlled by the Ministry of Communications, the telephone by the Societatea Română de Telefoane, a subsidiary of the International Telephone and